

SEATTLE I. W. W. GET SHORT DELAY HERE

Federal Judge Limits Issues in Habeas Corpus Arguments on Deportations.

STILL PREACH ANARCHY

Nineteen Reds Hold Bolshevik Meetings Daily on Ellis Island.

A. Warner Parker, chief law officer of the Bureau of Immigration, told Judge A. N. Hand in the Federal District Court yesterday that I. W. W. prisoners at Ellis Island awaiting deportation are spreading anarchistic propaganda among the immigrants. Mr. Parker, opposing delay in disposing of writs of habeas corpus sued out for eighteen men and one woman of the original company of undesirable aliens shipped here from Seattle, said that the prisoners instead of refraining from the agitation that caused their arrests hold daily meetings at which the Government is denounced, Bolshevism praised and anathematized songs sung. The meetings are held within the hearing of other immigrants detained on the island, he said, and these applicants for admission are in danger of being "contaminated."

Charles B. Burt, who, with Carlisle A. Lowe of Chicago, is counsel for the I. W. W. prisoners, argued for an adjournment of argument for a month on the ground that he could not prepare the individual defenses against deportation within that time.

Mr. Burt declared that the defense would involve an attack on the immigration act of 1917, which, he said, was before a court for the first time. He said that the act was so loosely drawn that it made it possible for officials to "ban" American citizens. He said that Louis Mehl, one of the prisoners in the original batch from Seattle, was born in Cleveland in 1890.

Allen Admits Mistakenness.
Mr. Parker said that Mehl's case had been investigated and the defendant had been compelled to admit, after an investigation had been made by the Department of Justice in Cleveland, that he was born in Switzerland.

Judge Hand set next Tuesday as the day for oral argument on the writ. He made it plain that he would not permit the defense to make issues of the 1917 immigration act or of labor troubles in the Northwest. He said the only relevant matter was the fairness of the hearings given to the accused by the Department of Labor, the accuracy of the records of these hearings and the status of the prisoners as citizens or aliens.

Mr. Burt declared that the transcript of the records of the hearings would be attacked. He said that the inspector who conducted the hearings acted as the stenographer, judge and jury and showed his prejudice by stigmatizing members of the I. W. W. as "the sum of the earth." The lawyer added that he would prove that the inspector had indirect connections with the big lumber dealers of the Pacific coast.

"Some of these men have been in this country for years," he said. "Some of them own their own homes in Seattle. The license to live here has become a vested right. We wish to know the conditions that existed in the Northwest."

E. S. History Not an Issue.
Judge Hand said he would not permit the history of the United States or of the Northwest to be gone into as part of the habeas corpus proceeding.

Mr. Parker asserted that the prisoners had taken part in a movement that had for its object the establishment of a Soviet Government in the State of Washington. Their party got nearer to success than most people in the East believe, he said.

Ben A. Matthews, Assistant United States Attorney, said that writs of habeas corpus for four of the prisoners had been sued out in the State of Washington and had been dismissed. He said it had become the practice of lawyers for this class of accused persons to wait until they are arrested at Ellis Island and then to delay their deportation by writs in this district.

Mr. Parker said that all of the cases had been reviewed by the Immigration Bureau and no possibility of injustice had been overlooked. Fourteen of the original party from Seattle had been paroled, he said, after the review. He said that the prisoners had been under arrest for fifteen months and that there had been no undue haste. He urged that the cases be disposed of by the Government be permitted to deport the prisoners, because while the matter continues to be agitated there is much talk that is harmful to the Government.

SEEKS WILSON'S AID FOR COAL EXPORTS

Miners' Head Would Keep U. S. Miners Busy.

WASHINGTON, April 1.—President Wilson will be asked to use his influence to bring about a greater consumption abroad of American coal, it became known today after a visit to the White House by Frank J. Hayes, president of the United Mine Workers of America. Mr. Hayes said he expected to sail soon for Paris with a view to bringing the question before the President.

Creation of a market for American coal in European countries, particularly in France, Italy, Russia and in Great Britain, as well as in Africa, was said to be one of the objects of the trip of the miners' president, who will be accompanied by Robert H. Harlin of Seattle, a member of the mine workers' executive board.

The project, it is understood, has the approval of the Department of Labor, although it was said the mine workers' officials were acting entirely on their own initiative.

The opening up of new fields for the sale of American coal, in the opinion of officials of the miners' union, is necessary to prevent further unemployment in the industry. Many mines are now said to be working part time, due to overproduction, which may become so extensive as to result in further curtailment of mining and increasing unemployment.

President Wilson is understood to have been informed of the coming of the miners. Mr. Hayes declined to state in detail in just what way he expected the President to be of assistance.

The miners' officials also will confer with British coal miners relative to increased production, and will endeavor to give the International Mining Conference.

British Steamer Towed to Port.
WELLSBORO, N. C., April 1.—The British steamship Korona, St. Thomas to New York, with cargo and passengers disabled at sea, was towed here today by the coast supply running boat the Korona for repairs in a heavy gale with high seas breaking over her.

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3,500 STRIKERS IN PASSAIC GIVE UP

Return to Work in Woolen Mills on Terms Offered by Manufacturers.

Between 2,500 and 3,500 of the 10,000 woolen mill hands who have been on strike in Passaic, N. J., for the last eight weeks returned to work yesterday, according to claims made last night by the manufacturers, who asserted that the backbone of the labor difficulty was broken. The estimate made by the mill owners of the number of strikers who had agreed to accept the forty-eight hour week with pay for fifty-five hours was substantiated by the police.

Announcement was made late yesterday by the proprietors of the handkerchief mills, which have also been closed by a strike, that they would grant the same pay and hours offered by the woolen manufacturers. They believe their offer will cause practically all of their workers to return when the mills open today.

Despite police corroboration of the claims made by the mill owners, Matthew Pluhar, president of the Independent union which has been conducting the strike, said that not more than 1,000 hands had returned to work in all of the woolen mills combined.

"The backbone of the strike is by no means broken," Pluhar declared. "Those who have returned will have no effect upon the many other thousands still out. We are going to fight this strike to a finish. Very few weavers are at work and the mills cannot run without them."

About 400 of the regular cops of Passaic, Clifton and Garfield, aided by special police who had been sworn in for the emergency, formed lanes along the approaches to the mills yesterday morning and kept the strike pickets at bay. There was no disorder.

The Passaic Woolen Knitting Company announced last night that it would grant the forty-eight hour week with fifty-five hours' pay to its 325 hands, who have not been on strike. The same pay and working hours will be granted the 1,400 hands at the other mills in the area Monday. They also have remained at work.

Announcement was made at Troy, N. Y., yesterday that the controversy between the textile and sundry manufacturers and the garment workers' union over the eight hour day had been settled. As a result of the dispute the mills in Cohoes and vicinity have been closed for the last four months. An agreement has been reached between the mill owners and the union and the plants will reopen tomorrow morning. There will be three shifts every twenty-four hours.

ST. VINCENT FERRER FETE.

Three Day Celebration Will Begin Here Friday.

A three day celebration in honor of the quinquagennial anniversary of the death of St. Vincent Ferrer, the illustrious saint of the Dominican Order, whose feast day falls on next Saturday, will take place in the Roman Catholic Church of St. Vincent Ferrer, Sixty-sixth street and Lexington avenue, Friday, Saturday and Sunday.

In preparation for the celebration a public novena will take place, in which the relic of St. Vincent Ferrer will be applied and offered for veneration. The celebration will open with a solemn pontifical high mass at 10 o'clock Friday morning, at which the Right Rev. John J. O'Connor, Bishop of Newark, will officiate. The sermon will be preached by the Right Rev. Mgr. John P. Childwick, chaplain of the old Battle-ship Maine and president of St. Joseph's Seminary, Dunwoodie.

The Most Rev. Archbishop John Bonzano, Apostolic Delegate to the United States, will be the celebrant of the pontifical mass on Saturday morning. The history of St. Vincent Ferrer will be related by a Dominican Father.

On Sunday morning the Most Rev. Archbishop Hayes will be the celebrant of the solemn high mass, it being the first time the Archbishop has officiated outside of St. Patrick's Cathedral since his elevation. The preacher will be the Right Rev. John T. McNicholas, Bishop of Duluth, who was formerly stationed at St. Vincent Ferrer's and was rector of the Church of St. Catherine of Siena, an adjoining Dominican parish.

HIT BY HARBOR STRIKE.

Meade Transfer Company Assigns to Aid Creditors.

The Meade Transfer Company, truckers and transfer agents for the Pennsylvania, Long Island and Lehigh Valley Railroads, the principal offices of which are at Pier 5, North River, yesterday assigned for the benefit of creditors to Henry Herberman.

Charles F. Walden, president of the company, said that the assignment was due to general business conditions and more particularly to the harbor strike. The company was short of ready cash to meet high overhead expenses. The business will be continued, he said. The company was incorporated in 1901 with a capital stock of \$25,000. Frank E. Stripe of 220 Broadway is attorney for the assignee.

War Trade Board Lifts Embargo.
WASHINGTON, April 1.—Restrictions on the importation of ferromanganese and spiegelite were removed today by the War Trade Board, and these commodities may now be brought to the United States from Great Britain, France, Italy, Belgium and Japan, or from their possessions, colonies or dominions under general import license.

LIGHTER CAPTAINS MAY RETURN TO-DAY

Owners' Offer of Increase in Wages Likely to End Strike.

DELAHUNTY IS DEFIANT

Licensed Men Can Win Port Fight Alone, He Says—Liners Held Up.

The Lighter Captains Union, one of the organizations in the Marine Affiliation, will vote today on a proposal to make an individual strike settlement with the private boat owners. Indications last night were that the proposal would be accepted. In that event the Lighter Captains Union would be the second organization to leave the ranks of the Marine Affiliation strikers, the Tide-water Boatmen's Union having capitulated Sunday.

The terms proposed by the boat owners call for a substantial increase in wages, but for the same working hours that obtained before the strike. Some of the officials of the union are demanding the men now on strike hold out for the same terms as those conceded by the Railroad Administration, but the belief was general last night they would be conciliatory.

Thomas L. Delahunty, president of the Marine Affiliation, although displeased at the action of the subordinate union in stopping to "individual bargaining," asserted it is quite immaterial to the Marine Affiliation whether the Lighter Captains Union surrenders or not.

Delahunty Is Displeased.
"As I have said before," he declared last night, "the licensed men; that is, the engineers, masters, mates and pilots, can win the strike alone. If the lighter captains want to go back to work at terms less satisfactory than the same class of employees are receiving from the Railroad Administration and the army and navy they are welcome to do so."

The boat owners look upon the matter in a different light. They are confident that they will win over one organization after another until there is nobody holding out except Mr. Delahunty himself. "Things are looking better every day," said Paul Bonynge, counsel for the boat owners.

Mr. Bonynge, although he had been blacklisted by Mr. Delahunty, participated yesterday in a meeting between the officials of the Lighter Captains Union and a committee representing the private owners. The meeting was arranged by T. V. O'Connor, international president of the Longshoremen's Association.

Lack of Fuel Holds Liners.
Lack of proper coaling facilities due to the strike is still causing sailing delays to outgoing vessels. La Touraine, due to sail yesterday, was held over until today. Frank P. Walsh, who is booked to sail on the vessel, received word of the delay with a thoughtful frown. He is chief counsel for the strikers.

Among those detained when La Touraine failed to put out was a delegation representing its speakers said, 20,000,000 of persons of Irish birth, or descent, in America, bound for France to present to the Peace Conference a demand for an Irish republic. About 150 members of Irish societies were at the pier with flags awaiting the arrival of the delegates when the coal handlers, including many men of Irish birth and descent, ceased working. The delegates, former Governor Edward F. Dunne of Illinois, Frank P. Walsh, former chairman of the War Labor Board, and Michael J. Ryan, lawyer of Philadelphia, when they finally appeared were received by the Irish representatives of the Irish societies with cheers.

Mr. Dunne said the delegation would now go to Paris and ask the members of the Peace Conference to allow the delegates elected by the Irish Parliament to appear before the conference. Should the request be refused the American delegation will ask that it should be heard by the conference. The delegation stepped aboard La Touraine last night and expects to get away this morning.

Representatives of the marine organizations at Detroit, Toledo, Buffalo, Cal-

ifornia and other great lakes ports have reported to Mr. Delahunty, according to him, that efforts of private boat owners of this city to recruit strike breakers in those cities have met with failure. All of the great lakes ports, according to Mr. Delahunty's information, are suffering a shortage of help and there is practically no unemployment in them.

Mr. Delahunty wrote to Secretary of Labor Wilson and other Government officials protesting against the action of two Federal steamboat inspectors in suspending the licenses of two members of the Marines on the ground that these men had not received sufficient notice on the boat owners before trying up their boats.

"This action can only be construed as a direct infringement upon our personal liberties," wrote Mr. Delahunty. "The local inspectors are depriving us of our local rights to better our working conditions through the only effective means at our disposal, namely, to strike." He requested the testimony taken at the trial of the men involved be reviewed, contending a belief that if this is done the decision will be reversed.

POLAND OPEN TO TRADE.
United States Board Announces Goods May Be Sent.

WASHINGTON, April 1.—The War Trade Board announced today the resumption of trade with Poland and Lithuania.

Action by the board permitting persons in the United States to trade and communicate freely with the two countries, the announcement said, was taken concurrently with the associated Government and followed a decision reached in Paris.

Shipment of commodities to Poland should be routed via Danzig, the announcement by the War Trade Board said. The board is now believed to have the situation relative to Danzig so well in hand that shipments through the German port may be made with safety.

TIFT LANDS BROKE IN DETROIT

Major Censures Cables Check for Former President.

Detroit, Mich., April 1.—Former President Tift, who spoke at Kalamazoo to-night on the League of Nations, arrived in Detroit this forenoon—"broke." He walked the mile and a half to the city hall where Mayor Cossens cashed a check for him. "I just ran out of change," he explained to newspapermen, "and I knew the Mayor had lots of it." The former President will go from Kalamazoo to Lansing, where he is expected to speak before the State Legislature tomorrow.

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B. R. T. EMPLOYEES SEEK HIGHER PAY

Conductors and Motormen Also Ask Garrison for Nine Hour Day.

SHOPMEN SEEK 8 HOURS

Recognition Also Is Asked by Union. Now Said to Have 4,000 Members.

A document made up of ten closely typewritten pages of demands, signed by nineteen employees of the Brooklyn Rapid Transit Company, representing not only the elevated employees, but also the street car workers, both men and women, has been received at the office of Lindsey M. Garrison, receiver of the system.

Although Mr. Garrison is engaged on a case in New Jersey, he is in communication with his office and has seen the voluminous document. Owing to the fact that the demands are not couched in the form of an ultimatum with time limit attached, Mr. Garrison will not reply to it until next week, by which time he hopes to have finished his Jersey suit.

Looming up behind the first amicable request for shorter hours with the eight hour day prominently featured, for higher pay for various classes of employees, and for various improvements in working conditions or relations, is, of course, the threat of a strike. In view of the fact that great strides have been made in the matter of unionization of the B. R. T. system since the downfall of the old regime and the installation of a receiver, the threat of a strike means much more than it did last autumn when, on Nov. 1, the Madison street wreck brought one strike to an end. It is said that the union has increased with great rapidity lately until there are now 4,000 employees within it.

Just how Mr. Garrison will treat the demands of the men cannot, of course, be predicted. That he will carefully consider them and reply to the nineteen signers, who are headed by James

Sheridan, cannot be doubted. He announced some time ago that he would always be willing to confer with an organization formed by members of the system themselves. It is probable he would not discuss any labor question with a representative of an outside union.

Some of the demands made by the men are a nine hour day at sixty cents an hour for conductors and motormen, an eight hour day for shopmen at forty-five cents an hour, a nine hour day for trackmen and structural workers at fifty-three cents an hour, pay and a half for overtime for all employees, recognition of the union, provision for a hearing for every employee before dismissal on charges, and arbitration of disputes between employees and the company.

The future movement of these vessels will be under Admiral Knapp's direction. Mr. Roosevelt specifically denied a report that they had been ordered to the North Russian coast, although he said it was possible some of them might go there later.

The Chattanooga is already on her way to Liberia, Africa, and thence to Plymouth. It is possible, Mr. Roosevelt said, that some of the vessels might be ordered by Admiral Knapp to relieve the scout cruiser Cressler and the converted yacht Cressler now on duty in European waters; or that they might be assigned for work in the Mediterranean, Adriatic or Aegean seas.

The only American vessel now in Russian waters in the Murmansk region is the gunboat Yankton, which is soon to be brought home, as she is too small to accommodate her personnel comfortably under present conditions. The Chattanooga or Cressler might be assigned by Admiral Knapp, Mr. Roosevelt explained, to take the place of the Yankton, although this has not been indicated as yet in advices from London.

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U. S. WARSHIPS SENT TO ENGLISH SEAPORT

Roosevelt Denies Report Vessels Are Going to Russia.

LABOR MEN PLAN ANTI-RED MEETING

Unions to Show Their Opposition to Bolshevism.

A mass meeting of American labor men will be held in this city April 19 to make plain that Bolshevism and kindred eyed theories have no part in the program of trade unionism.

Although the place at which the meeting is to be held has not yet been selected plans are well under way to make the meeting a vigorous expression of the Americanism of the labor movement. The mass meeting is being arranged by leading labor leaders of the New York trade unions, which are affiliated with the American Federation of Labor. Measures will be discussed for ousting from the union those members who advocate syndicalism or favor the overthrow of the present Government. The I. W. W. workmen's council will come in for unfavorable discussion also.

Such men as Theodore Roosevelt, Jr., United States Senators Calder and Wadsworth, Samuel Gompers, Hugh Prayne and Frank Morrison of the American Federation of Labor; Franklin K. Lane, Secretary of the Interior; William C. Clegg, Secretary of War; John F. O'Han, Brig-Gen. Cornelius Vanderbilt, Col. William Hayward and Dr. George W. Kirchway, Federal Director of employment in New York State, have been asked to attend and some of these will speak.

Those arranging the meeting are John P. Pierce, formerly vice-president of the International Ladies Garment Workers' Union; Isadore Epstein, financial secretary of the American Benevolent Association; Samuel Martin and Jesse H. Greenberger.

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(Choice of one Dish) Baked Sea Trout, Provencal.

Boiled Cod Fish, Sauce Aurore.

Irish Stew, Dublin Style. Fricassee of Turkey Wings with Rice.

Roast Veal, Florentine. Egg Salad, Mayonnaise. Assorted Cold Cuts, Salad Surprise.

American Vanilla or Chocolate Ice Cream with cake, or Coffee Eclair.

Tea, Coffee, Milk, Butter-milk.

Bread or Rolls and Butter

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